

Message Text

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65

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00 DODE-00

DOTE-00 INR-07 NSAE-00 CIEP-02 FAA-00 L-03 SS-15

NSC-05 H-02 PA-02 PRS-01 USIA-15 /077 W

----- 030526

R 271115Z JUL 76

FM AMEMBASSY STOCKHOLM

TO SECSTATE WASHDC 8229

INFO AMEMBASSY BERN

AMEMBASSY BONN

AMEMBASSY BRUSSELS

AMEMBASSY COPENHAGEN

AMEMBASSY DUBLIN

AMEMBASSY THE HAGUE

AMEMBASSY LISBON

AMEMBASSY LUXEMBOURG

AMEMBASSY MOSCOW

AMEMBASSY MADRID

AMEMBASSY OSLO

AMEMBASSY PARIS

AMEMBASSY REYKJAVIK

AMEMBASSY ROME

AMEMBASSY VIENNA

AMEMBASSY HELSINKI

UNCLAS STOCKHOLM 4019

E.O. 11652: N/A

TAGS: EAIR, SW

SUBJECT: PRESS ARTICLE ON CAB TRANS-ATLANTIC ROUTE PROCEEDING

REF: STATE 181641

1. DAGENS NYHETER, STOCKHOLM DAILY, CARRIED STORY ON JULY 24
FILED BY ITS WASHINGTON CORRESPONDENT REGARDING CAB RECOM-
MENDATIONS ON TRANS-ATLANTIC ROUTES. SUMMARY FOLLOWS WHICH
MAY BE OF INTEREST TO ADDRESSEES.

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2. ACCORDING TO THE WASHINGTON CORRESPONDENT OF THE STOCKHOLM DAILY NEWSPAPER DAGENS NYHETER, THE CIVIL AERONAUTICS BOARD (CAB) HAS RECOMMENDED TO THE US PRESIDENT THAT INTERNATIONAL AIRPORTS BE OPENED AT AN ADDITIONAL ELEVEN CITIES IN THE UNITED STATES. AT THE PRESENT TIME, REGULAR INTERNATIONAL AIR ROUTES START OR END AT NINE SUCH AIRPORTS IN THE UNITED STATES. THE TWIN CITIES MINNEAPOLIS-ST. PAUL COMPRISE ONE OF THE URBAN CENTERS WHERE THE OPENING OF A NEW INTERNATIONAL AIRPORT IS RECOMMENDED. NORTHWEST-ORIENT AIRLINES HAS, AMONG OTHER THINGS, INDICATED AN INTEREST IN OPENING A NEW ROUTE FROM THAT REGION TO COPENHAGEN, DENMARK VIA CHICAGO. NORTHWEST HAS REPORTEDLY ALSO REQUESTED PERMITS TO OPEN A NEW LINE BETWEEN LOS ANGELES AND COPENHAGEN, ANOTHER BETWEEN SEATTLE AND COPENHAGEN, AND ONE FROM NEW YORK TO STOCKHOLM, WITH INTERMEDIARY LANDINGS AT GLASGOW, SCOTLAND AND OSLO-BERGEN, NORWAY. THE LAST-NAMED ROUTE WOULD CONTINUE TO HELSINKI, FINLAND, WARSAW, POLAND AND MOSCOW.

3. AN OFFICIAL OF NORTHWEST-ORIENT TOLD DAGENS NYHETER THAT HIS COMPANY HAS NOT YET BEEN IN A POSITION TO STUDY MORE CLOSELY CAB'S RECOMMENDATION AND THAT IT IS YET TOO EARLY TO SPEAK OF POSSIBLE FLIGHT SCHEDULES.

4. A SPOKESMAN OF THE NEW YORK OFFICE OF THE SCANDINAVIAN AIRLINES SYSTEM (SAS) INDICATED THAT MOST OF THE COMPETITION HIS AIRLINE FACES ON TRANS-ATLANTIC ROUTES COMES FROM AIRLINES THAT START FROM CITIES IN THE UNITED STATES AND FLY TO NON-SCANDINAVIAN CITIES IN EUROPE. FROM THOSE POINTS THE PASSENGERS FLY BY INTER-EUROPEAN AIRLINES TO THEIR RESPECTIVE DESTINATIONS IN SCANDINAVIA. ACCORDING TO THE SAS SPOKESMAN, THAT KIND OF COMPETITION COMES PRIMARILY FROM PAN AM, TWA, LUFTHANSA AND AIR FRANCE. SHOULD NORTHWEST-ORIENT DECIDE TO OPEN MORE-OR-LESS DIRECT LINES TO SCANDINAVIA ALONGSIDE WITH SAS, THIS WOULD INCREASE THE DIFFICULTIES FOR SAS TO RECRUIT PASSENGERS IN CERTAIN AREAS OF THE UNITED STATES WHERE IT DOES NOT LAND AT THE PRESENT TIME.

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5. TODAY, SAS HAS 17 FLIGHTS A WEEK DURING THE LOW SEASON, AND 26 DURING THE PEAK SEASON, BETWEEN SCANDINAVIA AND THE NORTH AMERICAN CONTINENT. THUS FAR, SAS IS NOT PARTICULARLY ALARMED OVER THE POSSIBILITY OF NORTHWEST STEPPING INTO THE MARKET. IN THE FIRST PLACE, CAB'S RECOMMENDATION MUST FIRST OBTAIN THE US PRESIDENT'S APPROVAL, AND, SECONDLY, PRESIDENT FORD IS NOT LIKELY TO REACH ANY DECISION PRIOR TO THE PRESIDENTIAL ELECTION

THIS FALL. FURTHERMORE, THE PRESIDENT'S DECISION WOULD HAVE AN IMPACT ON OTHER AIRLINES OPERATING IN THE UNITED STATES AND IT WOULD AFFECT A LARGE NUMBER OF PEOPLE. FINALLY, THE PRESIDENT'S DECISION, SHOULD IT COME ABOUT, COULD BE APPEALED AGAINST IN A COURT OF LAW. EVEN THE CONGRESS COULD INTERVENE IN THE DECISION-MAKING PROCESS BY LEGISLATIVE MEANS, AND THAT COULD RAW OUT THE WHOLE PROCEDURE. THEREFORE, ACCORDING TO THE SAS SPOKESMAN, IT COULD TAKE SOME TIME BEFORE ANY CHANGES ARE MADE THAT WOULD AFFECT THE TRANS-ATLANTIC FLIGHTS OF SCANDINAVIAN PASSENGERS.

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, PRESS COMMENTS, AIR ROUTES, AIR SCHEDULES
Control Number: n/a
Copy: SINGLE
Draft Date: 27 JUL 1976
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1976STOCKH04019
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D760289-0030
From: STOCKHOLM
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1976/newtext/t19760716/aaaaanwb.tel
Line Count: 127
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EB
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: 76 STATE 181641
Review Action: RELEASED, APPROVED
Review Authority: KelleyW0
Review Comment: n/a
Review Content Flags:
Review Date: 16 APR 2004
Review Event:
Review Exemptions: n/a
Review History: RELEASED <16 APR 2004 by ThomasVJ>; APPROVED <28 DEC 2004 by KelleyW0>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
04 MAY 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: PRESS ARTICLE ON CAB TRANS-ATLANTIC ROUTE PROCEEDING
TAGS: EAIR, SW, US, CAB
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006